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# Hongkong Daily Press.

ESTABLISHED 1857.

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THE HONGKONG DISPENSARY.  
[a1545]

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**KILMAIRNOCK WHISKY.**  
This World-renowned Fine Old Highland Whisky, sole Shippers—**CUTLER, PALMER & CO.,** is obtainable in Hongkong of their Agents.  
SIEMSEN & CO.  
Hongkong, 1st January, 1901. [a1547]  
**CUTLER, PALMER & CO.'S**  
Price \$11.25 PER DOZEN  
NET

**"SPECIAL BLEND" WHISKY**  
Blend of Selected Distillations of the Finest Scotch Whiskies  
Apply to  
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**HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.**  
TIME TABLE.

**WEEK DAYS.**  
7.30 a.m. to 8.00 a.m. ... Every 10 minutes.  
8.00 a.m. to 8.30 a.m. ... Every 15 minutes.  
8.30 a.m. to 9.00 a.m. ... Every 10 minutes.  
9.00 a.m. to 9.30 a.m. ... Every 15 minutes.  
9.30 a.m. to 10.00 a.m. ... Every 10 minutes.  
10.00 a.m. to 10.30 a.m. ... Every 15 minutes.  
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.  
11.00 a.m. to 11.30 a.m. ... Every 15 minutes.  
11.30 a.m. to 12.00 p.m. ... Every 10 minutes.  
12.00 p.m. to 1.00 p.m. ... Every 15 minutes.  
1.00 p.m. to 1.30 p.m. ... Every 10 minutes.  
1.30 p.m. to 2.00 p.m. ... Every 15 minutes.  
2.00 p.m. to 2.30 p.m. ... Every 10 minutes.  
2.30 p.m. to 3.00 p.m. ... Every 15 minutes.  
3.00 p.m. to 3.30 p.m. ... Every 10 minutes.  
3.30 p.m. to 4.00 p.m. ... Every 15 minutes.  
4.00 p.m. to 4.30 p.m. ... Every 10 minutes.  
4.30 p.m. to 5.00 p.m. ... Every 15 minutes.  
5.00 p.m. to 5.30 p.m. ... Every 10 minutes.  
5.30 p.m. to 6.00 p.m. ... Every 15 minutes.  
6.00 p.m. to 6.30 p.m. ... Every 10 minutes.  
6.30 p.m. to 7.00 p.m. ... Every 15 minutes.  
7.00 p.m. to 8.00 p.m. ... Every 15 minutes.  
**NIGHT CARS** as on Week Days.  
**SUNDAYS.**  
8.45 p.m. & 9 p.m. ... 9.45 to 11.15 p.m., very 1 hour.  
8.00 a.m. to 8.30 a.m. ... Every 15 minutes.  
8.30 a.m. to 9.00 a.m. ... Every 10 minutes.  
9.00 a.m. to 9.30 a.m. ... Every 15 minutes.  
9.30 a.m. to 10.00 a.m. ... Every 10 minutes.  
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3.00 p.m. to 3.30 p.m. ... Every 10 minutes.  
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4.00 p.m. to 4.30 p.m. ... Every 10 minutes.  
4.30 p.m. to 5.00 p.m. ... Every 15 minutes.  
5.00 p.m. to 5.30 p.m. ... Every 10 minutes.  
5.30 p.m. to 6.00 p.m. ... Every 15 minutes.  
6.00 p.m. to 6.30 p.m. ... Every 10 minutes.  
6.30 p.m. to 7.00 p.m. ... Every 15 minutes.  
7.00 p.m. to 8.00 p.m. ... Every 15 minutes.  
Extra cars at 11.30 p.m. and 11.45 p.m.  
**SPECIAL CARS** by arrangement at the Company's Office, 38 & 40, Queen's Road Central.  
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Hongkong, 1st October, 1901. [a1582]

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Hongkong, 4th April, 1901. [a1596]

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**PORTLAND CEMENT.**  
\$2.50 per Cask of 375 lbs. net ex-Factory.  
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Hongkong, 7th June, 1902. [a1605]

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**THE QUEEN'S HOTEL,**  
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A First-class Hotel with thirty-five very airy Bedrooms.  
Board and Residence:  
By the day, ... From \$5 to \$7.00  
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Everything of the Best.  
Dinner Parties by Special Arrangement.  
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Most perfect culinary arrangements.  
Food both in European and Eastern styles.  
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Proprietor.  
Hongkong, 25th November, 1901. [a1599]

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[a1551]

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**OUR KING AND QUEEN TO BE COMPLETE IN 24 PARTS (5 PARTS READY)** ... each 0.40  
**PAIR OF LARGE ENGRAVINGS OF THE KING AND QUEEN** ... Framed \$40.00  
**NEW STOCK MENU and GUEST CARDS.**  
**CORONATION NUMBER OF "SPHERE"** ... \$1.80  
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NEW GOODS.  
BATHING DRESSES AND DRAWERS, A.S.A. SWIMMING COSTUMES.  
BATH ROBES, BATH BLANKETS, BATH TOWELS, THIN TROPICAL BLANKETS, &c., &c., &c.

**LANE, CRAWFORD & CO.**  
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ESTABLISHED IN LONDON IN 1815.  
SHIPPERS TO CHINA FOR 75 YEARS.  
Their Brands are favourably known all over the World.  
The following are some of their Stocks with the underlined—

<b>SUPERB OLD COGNAC,</b> \$23.75 PER DOZ. Distinguished by 4 Stars on the label.	<b>C.P. &amp; Co.'s INVALIDS' PORT</b> \$21 PER DOZ. This fine Wine is old, soft, and of grand flavour. See analysis and certificate by Professor Cassal.
<b>ANOTHER FINE COGNAC, \$16.75 per doz.</b> Less old than the above.	<b>DOURO PORT,</b> \$15 PER DOZ. A fine, full, and fruity wine.
<b>IMPERIAL BRAND,</b> \$12 PER CASE.	<b>AMOROSO SHERRY,</b> \$21 PER DOZ.
<b>THE ELITE OF WHISKY—THE "PAIL MALL"</b> \$21 PER DOZ. 11 Years-old; the finest quality shipped. Each bottle bears an Analyst's certificate.	<b>LA TORRE SHERRY,</b> \$17.50 PER DOZ. A natural and most pleasant wine to the taste.
<b>C. P. &amp; Co.'s OWN SPECIAL BLEND WHISKY,</b> \$11.25 PER DOZ. Very soft, palatable, and mature.	<b>BENEDICTINE LIQUEUR—D.O.M.,</b> \$41.75 PER DOZ.

EVERYBODY SHOULD TRY THESE ITEMS. THEY ARE UNEQUALLED AT THE PRICE.  
AGENTS—**SIEMSEN & CO., HONGKONG.** [a245]

**VICHY CELESTINS**  
**GRANDE-GRILLE**  
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**ST. GALMIER WATER**  
Apply to  
**G. GIRAULT.** [a40]

**THE SUN IS SHINING**  
AND  
**SALES ARE IN FULL SWING**  
**FRUIT SYRUPS.**  
**LIME FRUIT JUICE** **LIME FRUIT CORDIAL.**  
**FRUIT TABLETS.**  
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Absolute purity can only be obtained by distillation. A void Typhoid. Cholera and other ailments by drinking Pure Water. Only Pure Treble-Distilled Water is used in the Manufacture of  
**AQUARIUS.**  
No filter has ever been invented which can be relied on to catch the germs of Cholera—the real safeguard against danger of this kind is either to drink no water at all or to drink only distilled water. "St. James's Gazette."  
**CALDBECK, MACGREGOR & CO.**  
SOLE AGENTS FOR THE AQUARIUS COMPANY.  
Hongkong, 30th June, 1902. [a153]

**COTTAM & CO.** HONGKONG HOTEL BUILDINGS.  
NEW TERAI AND FELT HATS, SUMMER UNDERWEAR, AND BATHING GEAR. [a157]  
**CYGNITE.**  
A WHITE PAINT (REGISTERED), WHICH POSSESSES CERTAIN ADVANTAGES OVER WHITE LEAD AND WHITE ZINC.  
COLOUR—GOOD. COVERING CAPACITY—GREAT. PRICE—MODERATE.  
OBTAINABLE IN HONGKONG FROM THE SHIPCHANDLERS AND FROM  
**WILKINSON, HEYWOOD & CLARK, LTD.**  
**DES VŒUX ROAD (GROUND FLOOR OF HONGKONG HOTEL).**  
MANUFACTURERS OF ALL SORTS OF PAINTS AND VARNISHES.  
HEAD OFFICE:—7, Caledonian Road, London. [a1236]

**THE BEACH HOTEL CO.**  
**CHEFOO.**  
THIS FIRST-CLASS HOTEL IS BEAUTIFULLY SITUATED IN THE BEACH AND COMMANDS EXTENSIVE VIEWS ON ALL SIDES OF THE SEA AND MOUNTAIN SCENERY, FOR WHICH CHEFOO IS FAMOUS. IT IS NOW UNDER NEW MANAGEMENT, HAS BEEN RECENTLY REARRANGED AND REFURNISHED, AND IS SECOND TO NONE IN COMFORT.  
GAS LIGHTING THROUGHOUT.

**COMFORTABLE ROOMS.**  
**SPACIOUS VERANDAH AND TERRACE.**  
**TENNIS AND BATHING.**  
**R. PEREZ, MANAGER.**  
TELEPHONE No. 6. [1431]

**PHOTOGRAPHIC PLATES, PAPERS AND CHEMICALS.**  
EASTMAN'S KODAKS, FILMS AND ACCESSORIES.  
DEVELOPING AND PRINTING UNDERTAKEN.  
**A. CHEE & CO., 17A, QUEEN'S ROAD, HONGKONG.** [a14]  
**AUTOMATIC MAUSER PISTOLS.**  
CALIBRE 7.63 mm.  
WITH CHAMBER for 30 CARTRIDGES.  
FIRING 10 SHOTS in 2 SECONDS.  
**SIEMSEN & CO.**  
Hongkong, 3rd October, 1900. [a14]  
**C. E. WARREN & CO., BUILDING CONTRACTORS,**  
30, DES VOGES ROAD CENTRAL.  
ALL KINDS OF SANITARY APPLIANCES AND DRAINAGE ACCESSORIES Supplied and Fixed.  
AGENTS FOR MOSAIC TILES. [1818]

**INSURANCE**  
**THE STANDARD LIFE ASSURANCE COMPANY.**  
Sterling Policies. Dollar Policies. Whole Life Policies. Short term Policies. Endowment Policies. Travellers' Policies. Partnership Policies. Children's Endowments. Survivorship Policies. Old Age Pensions. Life Payment Policies. Immediate Annuities. Premiums moderate. Conditions liberal. For all Particulars apply to  
**DODD & CO., LD., Agents.**  
Hongkong, 12th January, 1901. [a1707]

**HOTELS.**  
**HONGKONG HOTELS.**  
A First-Class Hotel in every respect. Elegantly Furnished Reading, Music, and Smoking Rooms. Dining Accommodation for 250 persons. Hydraulic Elevators to every floor. Cuisine of the best. Hot and Cold Water throughout. Wines and Groceries imported specially from Europe and America. Electric Lighting in the Billiard Rooms. Wines, &c., cooled by Refrigerator. All Hotel Linen washed on the premises by Machinery. Bedroom Accommodation—132 rooms. Fire Extinguishing Mains on every floor.  
**CHABON MODERATE.** [a148]

**THE PEAK HOTEL.**  
Admirably Situated. Sheltered from the North-East Monsoon and Open to the South-West Monsoon.  
A COVERED GANGWAY LEADS FROM THE TRAMWAY TERMINUS INTO THE HOTEL.  
Telephone No. 29.  
Town Office: 7, DUNDAS STREET. [a1590]

**HOTEL CRAIGIEBURN.**  
**PLUNKET'S GAP, THE PEAK, near the Tram Terminus.**  
Tel. 55.  
For Terms, apply to the  
**MANAGER.**  
Hongkong, 2nd July, 1900. [a152]

**THE CONNAUGHT HOTEL.**  
A FIRST CLASS HOTEL of 15 Bedrooms, elegantly furnished. The Hotel is situated near all the Banks and Principal Offices in the Colony. Special Attention paid to the Comfort of Guests. Cuisine excellent; under Experienced Management. Terms Moderate.  
**F. D. A. SILVA, Manager.**  
Hongkong, 23rd May, 1902. [a151]

**HING KEE HOTEL.**  
(ESTABLISHED 1873)  
**MACAO.**  
THIS First-class and well-famed establishment is pleasantly situated in the centre of PRATA GRANDE, facing south, with a charming view of the sea on the front. Comfortable and well-furnished Bedrooms. Cuisine Excellent. Prompt Attendance. Terms very Moderate.  
**L. HING KEE, Proprietor.**  
Telegraphic address "HINGKEE." [a1844]

**"BOA VISTA"**  
(HOTEL-SANITARIUM OF SOUTH CHINA)  
**MACAO.**  
HAS been re-opened under European management and most strict supervision as to food, cleanliness, and hygiene of the place. All comforts of a home. A most pleasant retreat for those desirous of a few days' rest and quiet. Comfortable accommodation for travellers paying a visit to the historical and picturesque colony of Macao. Macao is 40 miles south-west of Hongkong. One steamer (s.s. *Hemphill*), daily to and from Hongkong, and two steamers to and from Canton, give easy communication with both these centres. Cable Address—"BOAVISTA." For Terms, apply to  
**THE MANAGER.**  
[a1865]

**VICTORIA HOTEL,**  
SHAMSHEN, CANTON.  
**BRITISH CONCESSION.**  
GOOD Accommodation. Excellent Cuisine. Every Convenience for Tourists.  
**T. F. DA CRUZ, Manager.**  
Canton, 1st October, 1901. [a1837]



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ESTABLISHED A.D. 1841.

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JULES MUMM &amp; CO., REIMS.

As supplied to Royal and Imperial  
Courts of Europe.

## SCOTCH WHISKY

WATSON'S CELEBRATED

## E BLEND

## COGNAC BRANDIES

of the Finest Quality.

## CLARET, SHERRY AND PORT

## AUSTRALIAN WINES

## RAINIER BEER

The Finest Beer brewed in America.

## AERATED WATER

Absolute Purity Guaranteed.

## CIGARS, CIGARETTES, &amp;c., &amp;c.

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LIMITED.

THE HONGKONG DISPENSARY.

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LITER'S  
P.O. Box, 35, Telephone No. 12

**BIRTHS.**  
On the 1st June, at 40, Durnth Road, Stamford Hill, London, N., the wife of J. E. CHALK, of a daughter.  
On the 23rd June, the wife of J. M. CAMERON, Manager, Stirling & Co., Mill, Johore, of a son.  
On the 26th June, at Manila, P.I., Captain JOHN F. GARRARD, Jr., of Georgia, U.S.A., to (FRANCE BELLE, eldest daughter of U.S. Consul-General O. F. WILLIAMS, of Singapore.  
**DEATHS.**  
On the 26th June, at the General Hospital, Shanghai, of cholera, MARY BURN, aged 42 years, chief officer of s.s. Waiho, a native of Portland, Co. Antrim, Ireland.  
On the 26th June, at the General Hospital, Shanghai, WILLIAM TURNER, aged 80 years.

## The Daily Press.

HONGKONG OFFICE: 14, DES VUE ROAD, C.I.  
LONDON OFFICE: 181, FLEET STREET, E.C.

HONGKONG, 5th July, 1902.

In considering two days ago the report of Mr. A. H. LAY on Japan's foreign commerce in 1901, we arrived at the consideration of a large decline in British imports into Japan. Many of the principal exports from Japan into the United Kingdom also showed a falling off, but the large increase in rice, camphor, and copper more than counterbalanced the loss, so that the total increase in exports amounted to £22,408. Turning to Germany we find the fact that there was not a large decrease in the imports from Germany attributable more especially to the enormous quantity of sugar—almost three times as much as in 1900—which was brought from that country in order to escape the higher duty leviable from October. Owing to the diminution in the importation of *laines de France*, the French import trade declined considerably. Exports to France were in a flourishing condition. The great falling off in the quantity of raw cotton imported from America caused the United States import figures to be much less than in 1900. Kerosene, oil, locomotive engines and machinery, other engines, and iron and steel all showed notable increases. With regard

to the question of American v. British locomotives, we may quote the following from Mr. LAY's report:—"The Government Railway Bureau for the Main Island had specified for British locomotives only 'for some years past, but the last tenders, opened about the end of 1901, included 'one American make, the Schenectady Locomotive Works, and four British makers. The order went to the United States, the cheapest British price for all 30 locomotives being £86,795; the amount for which the contract went is £77,442. This is the first time that the Government have placed British and American makers in competition on the same specification. The specification was 'just such an one as British makers had been asking for, yet they were beaten in the contest. No doubt, however, they could have supplied a better finished and 'higher class machine than will be furnished.' American makers continue to monopolize practically all the bridge-work and bicycle trade. As might have been expected trade with China revived in 1901. Exports from Japan to China were last year larger in volume than they were in 1899, before the troubles arose. Cotton yarns and tissues, matches, European umbrellas, sea-weeds, and other mining products, and coal in particular, were marked by a considerable expansion in export as compared with the preceding year. One illustration, says Mr. LAY, may be cited out of many of the attention being devoted, industrially and commercially, both to China and Korea. A Bill has just been passed by the Diet providing for the exemption of persons proceeding to these two countries from the operation of the law for the protection of emigrants. The purpose is to encourage, or, at least, remove obstacles from the path of Japanese who wish to betake themselves to China and Korea to engage in labour. The Japanese are determined to do their best to develop their trade with Korea, and to maintain and increase their commercial interests in the peninsula.

With regard to shipping, most of the Japanese ports, following the course of the year's trade, showed decreased imports and increased exports, but Nagasaki showed a falling off in both. As regards tonnage of ships entered, Kobe and Osaka came first, Moji second, Nagasaki third, and Yokohama fourth. 1,677 British vessels, with a tonnage of 4,110,766 tons, visited ports in Japan in 1901, an increase of 87 vessels and 289,962 tons compared with the preceding year. There is still no direct mail steamship communication between the United Kingdom and Japan, says Mr. LAY, and the German and Japanese units, in particular the former, continue to secure the bulk of the passenger traffic. French, German, Russian, and United States shipping entered at ports in Japan all showed an increase as regards tonnage compared with 1900. The number of Japanese-owned vessels and their tonnage showed a further increase in 1901. Under the Japanese flag there were at the end of the year 969 steam vessels of 577,660 tons, and 3,555 sailing vessels of 326,618 tons, making a total of 4,534 vessels of 904,278 tons. The question of subsidies to shipping is exciting much discussion just now, which leads to an additional interest to Japan's policy in this matter. In March, 1901, the grant of fresh shipping subsidies by the Japanese Government was announced. These were for the encouragement of lines running to Australia and Bombay, and also to increase the efficiency of the steamship service in the sea of Japan and along the coasts of the Hokkaido. The amounts of the subsidy are:—for the Australia line not more than £53,660 per annum; Bombay line, £18,250; Sen of Japan, £15,312; Hokkaido, £3,885 and £2,516—all for a period of five years. A guarantee is to be furnished in respect of each of the lines which are to be subsidised, amounting to about 10 per cent. of the subsidy in question.

Mr. LAY's concluding remarks emphasise chiefly the need of foreign capital in Japan, which was realised in 1901 perhaps more clearly than ever before. Particularly is the necessity felt with regard to private railway enterprise. "It is hoped," says the report, "that British and other foreign capital may now be available to assist in 'railway extension in Japan, and negotiations are on foot with that purpose." The point of difficulty is the question of "security." Public opinion in Japan seems gradually coming round to "belief in the wisdom of removing the 'disability on the part of aliens' to own 'land.' The mining laws with reference to foreigners do not seem sufficiently liberal to induce the investment of foreign capital, and here too it appears that Japan must do something to attract the capitalists of whom she has need. The thought in the minds of many Japanese prior to the revision of the treaties, that foreign money and enterprise were merely awaiting the opening of the country and would then invade Japan in a manner that

might even be prejudicial to the national interests, is now recognised to have been an idle fancy, Mr. LAY says. The question now is how to tempt the investment of such capital on terms that appear satisfactory to the Japanese would-be borrowers themselves. Further efforts were made in 1901 both by the Japanese and by foreigners interested in the commercial and industrial development of the country to relieve the financial pressure by the introduction of funds from abroad, but it is evident from the report that much remains to be done. It is to be hoped for the sake of our ally that these efforts will be continued unsparingly and that success will ultimately crown the task, which, it must be admitted, is far from a light one.

The *North-China Daily News*, in a recent article, drew attention to the very extraordinary distribution of the indemnity payable by China, nearly one half of which is made to go to Russia and France, the nations which suffered in the Peking campaign the least of all, and whose economic interests in China are practically non-existent. The article very pertinently asked: "What were the Ministers in Peking thinking of when they passed the account? And what are we to think of a Council which could permit such a blot on our modern civilisation to pass without a word of comment; may more, has made every effort in its power to conceal from the world at large the evidence of its incapacity? Apparently, England and the United States—the two nations which stand almost lowest on the list, yet whose interests are by far the largest, and who played by no means a secondary part in the suppression of the troubles—concur in this iniquitous division; and that *Daily News* asks very properly: 'Would it not have been at once more economical as well as more consistent with the honour of both countries, had they refused to permit such a stain to be placed on both their honour and their common sense? The United States did indeed at a stroke reduce their claim from nearly eight to five millions sterling—a motion, which the French organ in China, *L'Echo de Chine*, characterises as an *acte de Peking*; are we to surmise that they would gladly have gone further and withdrawn from the disgrace of the whole affair had the British Minister only consented to act with his American colleague? The *North-China Daily News* seems to have suggested something further; would it not be better, even at this elevated hour, for England, with or without the United States, to take on her own shoulders, this burden for the distribution of which she is in a measure responsible, and which she has surely sufficient warning would be used against herself? As corrected, the amounts of the indemnities, passed by the body of Ministers called together for the purpose, are, omitting fractions, France £11,000,000, Russia £23,000,000, England and the United States £13,000,000, and all the rest £25,000,000. It is sufficient to place these on paper to recognise the absurdity of two demands. The English and American claims were carefully scrutinised, and insupportable claims at once struck out; even after this amounts were fined down, and in the case of those from the United States, a still further reduction of nearly three millions sterling was made. The remaining nations were not of course bound to make these voluntary sacrifices, but their representatives were certainly bound to see that before sanctioning them they should have examined the foundations of each claim; this was unfortunately not done, but the various demands were practically thrown into a hat without sifting, and the sum total taken. The curious paradox appears that the nations who drew the largest profit out of the indemnity are precisely those who have no beneficiary interest in China, and practically the whole has to come out of the nations whose interests are solid. There is then a logical basis for the suggestion that it would be a sound financial policy for the two nations to at once take on themselves the payment of the debt. Managed wisely there is no doubt that the debt would eventually become a most valuable asset. Administered as there seems every probability of its being done, little better than in financial ruin seems imminent in China; and neither England nor the United States could afford to look complacently on such an event.

Yesterday evening Mrs. Butterfield & Swire informed us that they were in receipt of a cable advising the departure of the *Ping Suey* from Suez on 2nd inst. This steamer brings forward the undamaged portion of the cargo from the s.s. *Ajaz*. Six fresh plague cases were reported up to noon yesterday, all fatal. An Indian died on board the s.s. *Valletta*, two Chinese were found dead, one in U Lok Lane and another on the forepart of Sham Shan Po; and three Chinese deaths were reported from the Tang Wa Hospital, a boat in the Harbour, and Queen's Road West, respectively.

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A telegram to the *N.C. Daily News*, dated Tokyo, 28th June, says:—"Cholera has appeared in Tokyo. The arms of the Volunteer Corps are being overhauled, and members are asked to send their rifles and carbines along. According to an official return, the Japanese population at Chemulpo at the end of May was 4,975, of whom 2,329 were males, their houses numbering 1,043. The Bank of Japan has reduced the rate of interest from 8 to 7½ per cent. The Bank's gold reserve shows sixteen million yen more than for the corresponding period of last year. Mr. Conger, U.S. Minister to Peking, had a special audience of the Chinese Emperor and Empress Dowager on the 24th of June, during which he introduced to their Majesties Admiral Rodgers of the U.S. Navy and several officers of the Admiral's staff. Lord Kitchener has brought to the attention of the War Office for special reward the services of the following officers of the Indian Staff Corps, who have been serving in South Africa:—General Edward Elliot, Colonel John Nixon, Captains John Perkins, and Aubrey Cooke. The new command by which the rank of second lieutenant, lieutenant, and captain in the Army is in future to be denoted by one, two, and three stars, respectively, has had its application to the local Volunteer notified in orders. The bldgs of other ranks remain as at present. By kind permission of Lt.-Col. Baillie and officers, the band of the 22nd Bombay Infantry will play at the Hongkong Hotel to-night from 8 to 9.30 o'clock. Programme:—March "Scouts out" Hume Valse "Tosca" Royle Selection "San Toy" Jones Polka "The Deep Blue Sea" (Piccolo Solo) Brewer Selection "Reminiscences of Scotland" Godfrey Galop "God Save the King" Zikoff

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At the recent installation of Major-General Wolsey as Master of the Lodge Faith, Hope, and Charity at Ootacamund, India, Lord Amthill, District Grand Master, performed the ceremony, the chief feature of which was the presence of five Boer officers from Kaiti Camp, who are Masons. The District Grand Master, in a long speech, referred to the presence of their Boer brethren, and paid a high tribute to the courage and endurance of their countrymen. One Boer officer, in reply, thanked the District Grand Master for his speech, and the members for their hospitality, which would never be forgotten by him or his fellow-prisoners. In conclusion, he asked all present to drink the health of the two greatest fighting men in the world, the Briton and the Boer. The toast was drunk with enthusiasm.

Lord Charles Bessford pleaded with much warmth in the recent debate in Committee of Supply for leniency towards the young lieutenants who run our destroyers aground, and crumble up their bows in various collisions; only by giving these young men a free hand to run risks could they be trained to take the risks of war. On this ground he hoped that offenders would not be tried by court-martial for every trifling mishap. The *Naval & Military Record* says:—"Assuredly no one desires to penalise the lieutenant in command of these frail craft; but there have been so many accidents of late that it is difficult to resist the suspicion that the ordinary precautions of pilotage are not rigidly observed. There is no real similarity between the risks of stranding and collision and those which our officers must face in war. There is not necessarily any dash or enterprise in ignoring the rules of navigation and pilotage, and there may be a good deal of ignorance of these necessary arts underlying some of the mishaps. A ship is seldom stranded if the lead be kept going, and collisions are nearly always avoidable.

The following remarks are from the *Kobe Chronicle*. As we were also told before that John Burns was dead, we are in the same position as the *Kobe paper*. "It is evidently very difficult to rely on any news coming through Shanghai. A week or two ago we published a telegram received by the *Shanghai*



## CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

MOSES V. KNIGHT.

TO THE EDITOR OF THE "DAILY PRESS,"  
Hongkong, 4th July.

Sir,—It is always difficult for the general public to gather, from the report in the papers of any proceedings in Court, what the real facts are, and how the judgment may possibly affect them or their interests; the statement of the facts is so often mixed up with arguments on points of law, and discussions between the Counsel and the Bench, that the mind of the ordinary reader is thrown into confusion and either he does not understand the facts at all or he misunderstands them. As the above case is an important and far-reaching one, affecting all those who are interested in property in the Colony, the reasons stated above must be my apology for attempting, as succinctly and shortly as I can, to lay the facts before the public unaccompanied by legal argument.

The greater part of MacGregor Street was built in 1897. The street consists of a row of Chinese houses looking on the one side on to MacGregor Street, a private street, and on the other side, on to Albany Street, a public road 30 feet wide. Each floor of these houses consists of one room only extending practically from one street to the other but on the Albany Street side of each house there is a verandah, half of which forms the back house for each floor. Certificates under the old Public Health Ordinance were granted for all these houses, on completion, that they complied with the provisions of the Ordinance. At the end of 1901 three new houses were built on to those already existing; save that one was a corner house, these three houses were of exactly the same dimensions and design as all the old ones. The Sanitary Board granted this year their certificate that these new houses were in compliance with the new Public Health Ordinance.

Early in April this year the owners of one of the old houses were summoned because they had not provided an open space in the rear by opening up half the verandah up to the roof as required by the new Ordinance and because they had put a back yard of 50 square feet at the back, the only circumstance entitling them to be freed from the necessity of opening up the verandah. Curiously enough the certificate that the new houses complied with new Ordinance was not given till about a fortnight after the summons had been taken out in respect of one of the old houses on the grounds that it did not comply with the Ordinance. It was urged in reply that though they had no back yard of 50 square feet they had Albany Street behind them of far more than 50 square feet in area which more than answered the purposes of a back yard; that the Board had granted a certificate that the new houses, precisely similar in situation, complied with the Ordinance, that if, instead of being an old house, it had been a new house, and had had a private lane at the back of 6 feet wide it would come within the Ordinance, whereas this house had a public street behind it of 30 feet wide; that for the Sanitary Board to call on one man to alter a house so as to obtain for it more light and air when a certificate had been given that an exactly similar house had light and air enough was to rather reduce things to an absurdity, especially when the house to be altered had a 30 foot road behind it and the Ordinance provided, later on, that a new house with a 6 foot lane behind it had plenty light and air; and finally that the object of the Ordinance being to provide light, air and ventilation an amply sufficient supply of these essentials was assured by the 30 feet wide road at the back, even if the house did not comply with the strict letter of the law and had not a back yard in the ordinary sense. Their Lordships decided, however, that these reasons were not sufficient and that the house must come within the letter of the Ordinance whether in fact it came, or more than came, within the spirit and intention or whether it did not; a point on which their Lordships gave no decision. The verandah has now to be altered to admit more light and air in order to suit the law, whereas, as has been stated, if the house were new instead of old and had a lane of 6 feet at the back instead of a road of 30 feet it would under the Ordinance have light and air enough.

In the course of the case, His Lordship the Chief Justice referred to "greedy landlords." I cannot help thinking His Lordship must have, for the moment, overlooked the facts that the landlords have been an immense benefit to the Colony, that if it had not been for the landlords and their schemes of development the town of Victoria might, at this day, be still a collection of old and crowded houses as it once was; that we should have no Praya Extension; none of those lofty and handsome suites of new offices on it, which are gradually rendering the architecture of the Colony both pleasing and impressive; and that we should now, where rows of houses stand, have nothing but vacant lots awaiting a purchaser and affording a striking comment on the energy and ambition of the inhabitants of the Colony. The landlords, in initiating and carrying out all these schemes of development, may, and no doubt did, have an eye to their own interests as well as to the interests of the public. And who can blame them? and if, while looking out for themselves, they looked out for the public too, can they fairly be called "greedy"? Can we take the benefits they give us with one hand and snipe them on the face with the other for benefiting themselves when giving them to us. Should we not rather accept the benefits, and they are undoubtedly, which accrue to us from their schemes of development and allow them ungrudgingly to reap for themselves whatever profit they can from them?—Yours, etc.,

JUSTICE.

## THE PILOT-LICENSING QUESTION.

[We have received for publication the following letter on the above subject:—

Hongkong, 10th June.

Sir,—As requested by the Committee of the General Chamber of Commerce, we have considered the question of licensing the pilots at this port and in this connection have had before us the following letters:—Hongkong and Kowloon Wharf and Godown Co. to Chamber of Commerce, dated 2nd May; Chamber of Commerce to the Hon. the Colonial Secretary, dated 9th May; the Hon. the Colonial Secretary to a Chamber of Commerce, dated 15th May. We now beg to place before the Committee our views on this subject.

2. A considerable demand exists, and has existed for years, for pilots at this port, more particularly for the purpose of berthing steamers at the wharves of the Hongkong and Kowloon Wharf and Godown Co.

3. Up to the present this work has been carried on by Chinese who in the past were all or nearly all well known men possessed of the requisite knowledge and capable of handling the class of vessels then visiting the port.

4. While all vessels do not make use of Chinese pilots, many commanders find it an advantage to have a man on board with local knowledge as to the state of the tides, currents, and the position of the various ships in harbour.

5. With the increasing number and size of the vessels now visiting Hongkong there is a corresponding increase in the need for a sufficient number of qualified men to act as pilots.

6. The older class of Chinese pilots are, through progression of time, disappearing and their place is being taken by men not possessing the requisite knowledge for the work now demanded of them.

7. A few of the shipping companies are able to employ suitable men, but many commanders are obliged on arrival at the entrance of the harbour to take the first man who boards his ship without having any means of knowing whether he is capable of handling the vessel properly.

8. The risk of loss of life and property which may result from the improper handling of a vessel is too well understood to require discussion. We are strongly of the opinion which has already been expressed by the General Committee of the Chamber of Commerce that the time has now arrived when the pilots in this port should be put under proper Government control, as has already been done in the case of masters and engineers of steam-launches.

9. We do not propose that pilots should be compulsory but our suggestion is that no one, native or foreigner, should be allowed to act as a pilot inside Hongkong waters for any vessel (other than native sailing craft) unless he holds a certificate of competency from the Harbour Master.

10. The certificate to be issued yearly, to bear the photograph of the holder, with other necessary information. The certificate to be produced when asked for on boarding a vessel.

11. We would suggest that the fee for certificate should be a nominal one, say \$20 for first certificate and \$5 a year for renewal.

12. No limit to be placed on the number of licences issued. The question of limiting licences and forming the pilots into a regular associated body can be considered at a later day if found desirable.

13. As masters of vessels visiting this port have hitherto engaged unlicensed pilots, we would suggest that should it be decided in favour of licensing pilots, a notice to this effect be inserted in the Harbour Regulations for the information of the masters of vessels.

14. In the event of any complaint being made against a certificated pilot, the Harbour Master to hold an enquiry into the matter and to have the power to punish the pilot if found guilty of the charge brought against him.

15. The complaints which should be investigated to be those of carelessness, or incompetency in navigation, insolence to the officers of the ship, or officers of the Harbour Department, drunkenness or any other acts of misconduct which may militate against the efficient carrying out of a pilot's duties.

16. The persons who will have the power to ask the Harbour Master to enquire into the conduct of any pilot should be:—The officers of the Harbour Department and/or Water Police; the master or owners of any other vessel on which the pilot is engaged; the master or owners of any vessel or any person whose property may have been injured (or even jeopardized) through the action of the pilot.

17. The Harbour Master should have the power to punish a pilot found guilty of misconduct or improper navigation by the infliction of fines or by the temporary suspension or cancellation of his certificate.

18. A pilot whose certificate is absolutely cancelled should not on any further occasion obtain another certificate.

19. In making these suggestions it is not intended that the Colonial Government in any way accept any responsibility in issuing certificates. The examination and control of the pilots to be merely an executive function such as is carried out in Great Britain by the Board of Trade or the Trinity House.

We have the honour to be, Sir, your obedient servants,

E. A. HEWETT,  
A. MAUP,  
W. POATE,  
A. S. LOWE, Esq.,  
Secretary,  
Hongkong General Chamber of Commerce.

## CHURCH SERVICES.

ST. JOHN'S CATHEDRAL.

6th July: 6th Sunday after Trinity.

Motets (11 a.m.).  
Responses, Feriat; Venite, Alocok; Psalms, Hayes and Matthews; Te Deum, Gaudy in E flat; Benedictus, Lemon in G (25th M.); Hymns, 193 and 191; Kyrie, Hopkins in C (73); Offertory, Hymn, 322.

Evening (5.45 p.m.).  
Responses, Feriat; Psalms, Turle, Tallis, and Rimbaud; Magnificat, Turle in A (23rd M.); Nunc Dimittis, Rimbaud in E flat (10th M.); Hymns, 178 (Part I—Tune 1), 214, and 232; Yeager Hymn, Ward (2); Voluntaries, "Offertory," Barnett; "Berceuse," Schmitt.

## ST. PETER'S CHURCH.

(Corner of Des Voeux Road West and Western Street).  
Matins (11 a.m.).  
Hymns, 8; Venite, Cretch; Te Deum, Oakley; Jubilate, Frey; Hymns, 337, 324, and 311. Evening (6.30 p.m.).  
Hymns, 330; Magnificat, Baraby; Nunc Dimittis, Smart; Hymns, 385, 325, and 27.

## GOSPEL HALL.

6, Arsenal Street, Top Floor, off Queen's Road.  
Meetings are held as follows:—Sunday—Acts 2, 42, 11 a.m.; Gospel Address, 6 p.m.  
Tuesday—Soldiers and Sailors Bible Class 6 p.m.  
Thursday—General Bible Class, 6 p.m.  
Saturday—Prayer Meeting, 6 p.m.

## REVIEW.

Siam in the Twentieth Century. By J. G. D. CAMPBELL. London, Edward Arnold.

It is needless to point out that books about Siam must have a special interest at the present time when the "Siam Question" threatens constantly to occupy the attention of at least two European governments. When such a book is from the pen of a recent Educational Adviser to Siam, it obviously commands more respect than the writings of a mere book-maker and even of those of an ordinary traveller. Mr. Campbell, moreover, writes sensibly and dispassionately that he would claim a hearing for this alone. Siam is a country which has inspired visitors and students with very mixed feelings. If we took only the writings of Messrs. Henry Norman, A. R. Colquhoun, H. S. Hallett, H. Warrington Smyth, and J. G. D. Campbell, we should still find it difficult to arrive at a verdict on the people of this country. Recently there appeared in the *Straits Times* two able written but eminently uncomplimentary articles on Siam by gentlemen who concealed his identity under the pseudonym of "Homo Malayensis." The writer in conclusion asked the question: Can the Siamese, whose civilization has never really gone much beyond the primitive stage and who are already displaying alarming symptoms of decay and retrogression, ever hope to maintain their equilibrium in a struggle with some external force of power, with, say, France for instance? To this the answer is obviously meant to be, No. Yet Siam, he says, "stumbles peacefully along in the fancied security of her treaties with Europe." The awakening will be a rude shock to her. He goes on to advocate frankly the absorption by Britain of Siam, Malaya, a favourite scheme in the Straits Settlements, it would appear. With all deference to "Homo Malayensis," we consider this somewhat hasty proposal to be an extremely unsatisfactory solution of the Siam Question. The consequences would inevitably be the gradual extinction of Siam as a buffer-state and a long Anglo-French frontier in Indo-China, a most undesirable development, as every honest observer, British or French, must admit. But, argue many of Siam's critics, no other end is possible. Siam, being incapable of governing herself, must be administered by some one else; the only question is, By whom? Mr. Campbell, though he is not a merciless censor of the Siamese, like various other authorities, holds out small hopes for the future of the country. In his last chapter he writes: "It must be obvious that, in spite of the new lease of life she obtained in 1896, and of the comparative quiet of the last few years, the position of Siam is a precarious one. Danger threatens her from without and from within, but her worst enemy is really herself. I have tried to show in an earlier chapter what slender grounds of confidence there are, judging *a priori* from the Siamese character, that she can ever attain thorough efficiency while at the same time preserving her complete independence. Her people are lazy and frivolous, with the laziness and frivolity of many generations, not are essential racial characteristics changed in a day, even if they do not bear their stamp till the end of time. No other tropical nation in the East has maintained its independence, and are the Siamese to prove an exception to the rule?" Mr. Campbell goes on, a little later: "I should be only too glad to think that I was thoroughly mistaken, and that the Siamese might, though slowly, develop for themselves an efficient government in which, as is the acknowledged ideal of most of them, they could ultimately dispense with all outside assistance. This would be the happiest solution for our own country of a very difficult problem, not to mention that it would cause much greater reason for confidence in the latest possibilities of Oriental nations generally. But though this solution is still not altogether beyond the bounds of hope, there are few, if any, who have a first hand acquaintance with Siam that really believe in it." This is not a favourable forecast, coming from so fair-minded a writer as the author is. Mr. Campbell's solution of the difficulty, if Siam finally proves incapable of self-government, is for her to give British officers a real control in the conduct of her affairs, and in return to ask for British protection against outside aggression. "Whether Great Britain would or would not accept such a role," he admits, "is another matter. She could only do so at the risk of giving offence to France, though nobody could maintain that her acceptance was an infringement of the treaty of 1896." Another solution, which has been advanced recently, which is not discussed by Mr. Campbell, is the so-called "Orientalisation of Siam," i.e., the introduction of Japanese advisers, etc. We quoted the other day from a Siamese paper some remarks on the spread of Japanese energy to Bangkok and the encouragement given to it by the Siamese Government as well as the hint that the places of European officers retiring from the Siamese Navy might possibly be filled not by other Europeans but by Japanese. The idea opens up wide possibilities, and we should have liked to see what Mr. Campbell would have had to say about it. Before we leave the subject of Siam's possible regeneration, we must mention Mr. Campbell's high tribute to the Crown Prince of Siam, now in Europe. In this prince he sees a chance of most far-reaching reforms in the sphere of government. "Uniting as he will in his own person both East and West—Eastern by birth and nature, Western by education and in not a few of his sympathies and ideas—it may be hoped that he will be able to combine the advantages of both civilisations; that, while profiting by the lessons he has learned in Europe, he will at the same time preserve much that is precious in the institutions and customs of his own country." With this sentence the author concludes his *Siam in the Twentieth Century*. (To be continued.)

## JOINT STOCK SHARES.

Messrs. Vernon and Smyth say in their weekly share report, dated Hongkong, 4th July.—Business generally continues very dull, and beyond the advance in Banks and a further fall in Indo-China there is nothing calling for special mention.

BANKS.—Hongkong and Shanghai have further improved in value, and sales up to \$610 are recorded, the market closing steady at this figure. London is unchanged at 268.

MARINE INSURANCES.—Unions have sold and are wanted at \$3.4. Cautions have declined to \$10.2, at which shares are obtainable.

FIRE INSURANCES.—Hongkong Fire has sold at \$3.39, and some shares are still obtainable at the rates. China Fire is wanted at \$8.1.

SHIPPING.—Hongkong, Canton and Macao have steadily advanced to \$40, at which rate, however, shares are now offering. Indo-China are quoted at the reduced rate of \$3.2 sellers. China Manilla can be placed at \$35. Other stocks under this head are unchanged.

REFINERIES.—China Sugars have declined to \$106 sellers, and Lumsden to \$20 sellers. Manganese Concentrates are in the market at \$41. Lumsden are wanted at \$39. Charbonnages are quiet at \$50.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks have sold at \$22.2 and \$24, and there are sellers of the stock at \$22.5. Hongkong and Kowloon Wharf and Godown have been disposed of at \$86 and \$87, and close in request at the higher rate. New Amoy Docks are wanted at \$35 ex the dividend, of \$2.4 declared for 1901.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands are firm at \$17.7. Kowloon Lands and West Point continue on offer at quotations, as also Humphreys Estates. Hongkong Hotels have receded to \$13.4, at which, however, there are now buyers.

COTTON MILLS.—Ewos are quoted at Tis. 43. and Lam Kung Mow at Tis. 45. Hongkong Cottons have sold at \$17.4.

MISCELLANEOUS.—Siemens Investments have fallen to \$20 with sellers. Green Island Cement can be placed at \$21.4, but are not obtainable under \$21.5. Electric (old) can be procured at \$14, but the new issue is wanted at \$63. Ropes are in some demand at the improved rate of \$145. Ice is reported sold at \$24.2. Tramways can be placed at \$340. Steam Water-Boats have sold and are wanted at \$94. United Asbestos (ordinary) are quiet at \$39. Foundry shares have sold at \$175. China Provident have sold and are wanted at \$8.35, and Watkins can be placed at \$64.

MEMOS.—Tobacco Planting Co., Ltd., ordinary general meeting on the 7th instant. Hongkong Electric Co., Ltd., ordinary yearly meeting on the 8th instant.

## POLICE COURT.

Friday, 4th July.

BEFORE MR. F. A. HAZELAND (POLICE MAGISTRATE).

ALLEGED THEFT OF A WATCH.  
Robert Glendinning, an assistant at Kennedy's Horse Repository, charged a mafco with stealing his silver watch and chain, value \$12. The defendant pleaded not guilty.

The watch and chain were missed by the complainant some five or six months ago and the other day he found them in the possession of the defendant at the Quarry Bay Cables. The defendant said he had redeemed them from pawn, and as the evidence did not justify a conviction he was discharged.

ATTEMPTED SUICIDE.  
Nan Eik, a servant boy out of employment, admitted that he had attempted to hang himself at 72, Macdonnell Road, Kowloon, and on promising to be of good behaviour, was bound over in a personal bond of \$100 to come up for judgment when called upon.

DISOBEYING CAPTAIN'S ORDERS.  
John Owen, boatswain of the barque *Dyonic*, was sent to prison for seven days, with hard labour, for disobeying the orders of the master, John Snodden.

BIG THEFT OF RAZORS.  
On the 17th ult., while the German steamer *Silesia* was lying alongside the wharf at Kowloon, a case containing sixty-two dozen Krupp razors destined for Kadecker & Co., commission agents, 3, Wyndham Street, was missed. The affair was reported to the police, and as the result of investigations Sergeant J. J. Watt traced half-a-dozen of the razors to the Taipingshan market and ultimately arrested the Chinaman who is alleged to have sold them to the second-hand goods dealer. In the former's shop in Queen's Road three dozen razors were found.

The case at present stands adjourned.

BEFORE MR. J. H. KEMP (ACTING POLICE MAGISTRATE).

THEFT FROM OTTOMAN'S.  
Chui Tan Fat, a loafer, was sentenced to six weeks' hard labour for stealing a pair of socks from Mr. J. P. Cottam's warehouse in Pedder Street.

FORGERS OF SEARCHED CARDS.  
Allan Gardner, of Canada, a seaman who was some time ago detained for vagrancy, was sentenced to 14 days' hard labour for failing to return to the house of detention.

CONSTABLE FINED.  
Thomas Black, a police constable in the Naval Yard, pleaded not guilty to assaulting a ricksha coolie on the 3rd inst.

The complainant said he drove the defendant to and from various places, and finally to the Hongkong Hotel. On leaving this place he was being taken to Pedder Street when he turned over and struck the complainant on the head with his stick, inflicting a wound which bled freely. The defendant then got out of the ricksha and walked quickly along Queen's Road Central under the verandahs, but was arrested at the Connaught House by an European constable.

He was fined \$3, a dollar going as compensation to the complainant.

COAL CONSUMPTION ON THE CHINA STATION.

During the run from Hongkong to Yokohama the relative expenditure of coal on the following ships of H.M. Navy was as follows:—

Ship	Coal expended in eight days
Ocean	551 tons 0 cwt.
Glory	629 " 18 "
Goliath	657 " 15 "
Albion	682 " 0 "

The above figures (says the *Ocean Magazine*) speak for themselves, it being evident that with the amount of coal saved during the eight-day passage from Hongkong to Yokohama, the *Ocean* would be able to steam at speed of ten knots for at least a day and a half longer than any of her sister ships. Considering also that the price of coal at Yokohama is 68s. per ton, the *Engine Room Staff* deserve much credit for this achievement.

## EASTMAN'S

KODAKS. FILMS.

AND ACCESSORIES

DEVELOPING AND PRINTING UNDERTAKEN.

GOOD WORK. PROMPT RETURN.

WE HAVE AN ESTABLISHMENT SOLELY DEVOTED TO EXECUTING WORK FOR AMATEURS, AND WE HAVE LARGER AND BETTER FACILITIES FOR DEVELOPING AND PRINTING THAN ANY HOUSE IN THE COLONY.

ACHEE &amp; CO.,

PHOTOGRAPHIC GOODS STORE.

17A, QUEEN'S ROAD CENTRAL.

FEW DOORS EAST OF HONGKONG HOTEL.

Hongkong, 6th May, 1902.

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## THE DUTCH IN BORNEO.

Dr. W. A. Nieuwenhuis gave a lecture at Amsterdam on the 24th May on the extension of Netherlands influence in Borneo. He referred to the extension of the Netherlands influence which has taken place on the Mahakam River. Many tribes have voluntarily adopted the Netherlands authority, and this is for the most part to be ascribed to the scientific expeditions made in that region of Borneo in 1893-94, 1896-97, and 1898-1900. He further gave an idea of the character of the population, which may be divided into natives of the coast and of the interior, the former being Malays, the latter Dayaks. These Dayaks of the western and central part of Borneo suffer much from malaria, and have a hard struggle to maintain life. Moreover, the spiritual development is very poor, and their belief in evil spirits is a permanent source of disquietude for them, of which the Malays too often make abuse. In other places near the Upper Mahakam the population has also experienced the bad influence of the Malay, and the examples are not rare where various *melées* have occurred by which numerous natives of the interior were killed. In the further course of his lecture Mr. Nieuwenhuis gave some ethnographic details about the Dayaks, who were forced to retire to the interior by the Malays, the latter being good colonists, and soon were submitted to their influence, abusing their weakness, and no civilisation was brought by them, as the original inhabitants were mostly treated by them as subjects. The Malays have introduced gambling and cock-fighting among the Dayaks, in consequence of which debts were made and new means of oppression were found. It is not astonishing that in this way the character of the Dayaks was weakened. Under these circumstances the good ideas, which the scientific expeditions spread among this unfortunate population, found a ready acceptance, and it was not difficult to induce the natives to call for Netherlands protection in its own interest. A consequence of it has been that the Sultan of Sarawak has retired the plundering bands from the upper region of the Mahakam, and since the establishment of a civil Netherlands Government an end has been made to the invasions of the Malays. The construction of a salt store in the interior and the appointment of a doctor-drawers have much contributed to a better condition. In his conclusion Dr. Nieuwenhuis mentioned that the peaceful interference of the Netherlands Government has caused a decrease of the influence of the Malays, while civilisation among the original population is promoted.

## THE NEW FRENCH GUN.

The *France Militaire* reviews the working of the new French gun in China. It experienced very rough work, but at the end of the campaign was in a satisfactory condition. It first came into action on December 31st, 1900. According to a *Times* quotation from the French journal—*The Boxer* was strongly entrenched some 600 ft. or 700 ft. above the level of the plain, from which position two 80mm. mountain guns had been unable to dislodge them, when Gen. Baillood brought two of the new 75mm. guns to bear upon them. Fire was opened at 2,100 metres, and the Boxers were almost immediately driven out of their position with heavy loss, and the pagoda which formed its centre was completely gutted. At the end, on May 21st, 1901, two 75mm. guns fired 170 projectiles, seven of them being charged with melinite, and it is estimated that at least 50 per cent. took effect. A sweeping fire was first used against a line of Boxers in irregular extended order at 1,500 metres, and the Boxers speedily disappeared. The firing against a village later in the day was less successful, and it is supposed that the range was not properly ascertained. As an experiment Gen. Baillood ordered fire to be opened on a pagoda at a distance of 4,400 metres. The statues of Buddha in the principal hall of the building were riddled with balls and pieces of shell, and the place was partly set on fire. Practice at a wall about 30 ft. high, 60 ft. long and 1 ft. thick, was not so good, as it took thirty rounds from each of the two guns to make a practicable breach. On the whole, says the *France Militaire*, it is considered that the new gun fully answered the expectations formed of it.

## THE "OCEAN MAGAZINE."

The fourth number of this magazine has just been issued, and is a bright and attractive as those that have gone before. We congratulate the joint editors on the high standard of excellence which is maintained. In the "Notes by the Way" an account is given of the high standard of excellence which is maintained. In the "Notes by the Way" an account is given of the high standard of excellence which is maintained. In the "Notes by the Way" an account is given of the high standard of excellence which is maintained.

Amongst the other contents are a clever poem over the name of "Watchkeeper," a description of Peking, an account of a Japanese dinner, and a couple of sketches, besides a continuation of "The Story of the Commission."

## LATEST STEAMER MOVEMENTS.

The E. & A. steamer *Australis* left Port Darwin yesterday for this port via Timor and Manila, and may be expected here on or about the 16th inst.

The silk & C.B.R. steamer *Empress of China* arrived at New York on the 3rd inst.

## MOET &amp; CHANDON'S.

"DRY IMPERIAL"

CHAMPAGNE

PER 1 DOZEN BOTTLES ... \$54.  
PER 2 DOZEN 4-BOTTLES ... \$56.

## MARTELL'S THREE STAR

BRANDY

PER DOZEN ... \$30.

KING EDWARD VII.

LIQUEUR SCOTCH WHISKY

PER DOZEN ... \$20.

SPARKLING RED BURGUNDY

from the famous Cellars of

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[1697]

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intimate friend of Adelaide de Condé, who was a guest on board the *Nadine*, and further to have been in close communication with Count

the communication into the official waste-paper basket and went on with its naval and military preparations.

Hongkong, 1st July, 1962.

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Optional Cargo will be forwarded on notification is received from the Consignee before Noon, TO-DAY, the 30th June, requesting it to be landed here.

Undersigned: goods remaining unclaimed at  
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All claims must be sent in to me on or be-  
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All damaged packages will be examined  
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Hongkong, 30th June, 1902.

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